

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within five days after a false proceed occurs. If no false proceed occurs during any calendar month, a report showing "No Failures" must be filed within ten days after the end of the month.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

MAIL TO

Federal Railroad Admin.
Suite 440, North Tower
1720 Peachtree Rd., NW
Atlanta, GA. 30309

FP-97-03-03 OMB No. 04-R-4028

REPORT FOR (month/year)

May 1997

DATE

May 16, 1997

REPORTING CARRIER (railroad & region or division)

Norfolk Southern Corporation
Division - Georgia

REPORTING OFFICER (signature/title)

Chief Engineer - Eastern Region
Communications & Signal Dept.

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.; assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block Systems.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

A—Automatic	EM—Electromechanical
AB—Automatic block	EP—Electropneumatic
ACS—Automatic cab signal	FP—False proceed
APB—Absolute permissive block	MB—Manual block
ATC—Automatic train control	M—Mechanical
ATS—Automatic train stop	P—Pneumatic
CL—Color light	PL—Position light
CPL—Color position light	SA—Semiautomatic
E—Electric	TC—Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> ATC	5/3/97	7129	relay	Powder Springs, GA
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> MANUAL				DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION RECEIVED MAY 20 1997 ATLANTA, GEORGIA
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 7:35 AM, Train No. 150G102, Engineer _____, Engr Trainee _____, Conductor _____, was northbound north of Powder Springs when they called a clear indication (G/R) at intermediate signal 128.2 and then had a stop indication at the next location, Clark control point. Train No. 688 was occupying the block north of Clark. Train No. 150 was brought to a stop before passing the stop signal at Clark.

The incident was reported, and signal personnel were called to investigate. They were able to recreate the problem and traced it to an intermittently sticking 180D relay. The signals are controlled by a GRS Ratecode system. Yellow code rate, which was seen being received during recreation, is 75 per minute. The 180D relay is supposed to be picked only by a 180 per minute code rate as selected through a 180 decoder. With the 180D relay stuck up, signal 128.2 would display a green over red instead of a yellow over red while a 75 rate was received. If no rate received, the signal would display stop since the H relay needs to be up in order to get any signal.

The relay, a GRS B type, was replaced; the signals were tested and then returned to service. The relay was sent to the Signal Repair Facility in Roanoke for further investigation, results of which are pending.

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